

STOCK TRADING WAS DEPRESSED

Much Had Been Hoped from the Sale of New York City Bonds.

COPPERS UNDER PRESSURE

NEW YORK, February 17.—Dullness and depression overhung the stock market today. The active operations which prompted price declines were largely at the hands of professionals of the room-trading class. The sentiment which prompted their attitude was, however, quite generally prevalent, and was a reflection on the unfavorable interpretation placed on immediate events in the financial district and the lack of hopefulness of early betterment. Much had been hoped from the successful sale of New York City bonds as a stimulating force on the securities market. To-day confirmed the impression of Saturday that the event has fallen flat. There were some special incidents in the day's happenings which had a disturbing effect on speculative sentiment. New force was given to the fear of the government's prosecution of the Harriman railroad group by the steps taken against the Southern Pacific for rebating on the copper securities. The copper securities were under special pressure in connection with another sharp decline in the price of copper, both here and in London, and American Smelting touched a new low level for the year. Gloomy reports were current of the copper trade outlook. The apparent check to the inflow of banking funds from the interior evidenced by the last two bank statements is arousing some discussion and seems to negative the assumption held by some that the extent to which money would pile up in New York after the financial stringency had subsided. The replenishment of the deficit in reserves here, the withdrawal of government deposits by the United States Treasury, and the rapid rate of retirement of national bank notes has helped to take up the slack as the return tide flowed in, and no gold has come out in export.

Bonds were irregular. Total sales for the day \$12,000,000. United States bonds were unchanged on call. Total sales to-day \$14,300 shares.

NEW YORK, February 17.—Money on call easy, 1 1/2 to 2 per cent; ruling rate, 2 1/4; closing bid, 1 1/2; offered at 2. Time loans strong at 4 per cent for sixty days, ninety days and six months 4 1/4 to 4 1/2.

Prime mercantile paper, 5 1/2 per cent. Sterling exchange, firm, with virtual business in bankers' bills at \$18.875 to \$18.850 for demand, and at \$18.875 to \$18.825 for sixty day bills. Commercial bills \$18.34 to \$18.33. Bar silver 56 1/2. Mexican dollars 48 1/2. Government bonds steady. Railroad bonds irregular.

OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK.

By Thomas Branch & Co., Bankers and Brokers.

SALES:	Open.	High.	Low.	Closing.	SALES:	Open.	High.	Low.	Closing.
Allis-Chalmers, pfd.....	47	47	46	47	300 Int. Metropolitan, pfd.....	19	19	18 1/2	18 1/2
Amalgamated Copper.....	47	47	46 1/2	47	International Paper.....	50	50	49 1/2	49 1/2
American Can.....	46	46	45 1/2	46	500 Int. Paper, pfd.....	50	50	49 1/2	49 1/2
American Car and Foundry.....	25 1/2	25 1/2	25 1/4	25 1/2	500 Louisville and Nashville.....	88 1/2	88 1/2	87 1/2	87 1/2
Amer. Car and Foundry, pfd.....	25 1/2	25 1/2	25 1/4	25 1/2	Mutual Life Ins. Co.....	100	100	99 1/2	99 1/2
100 American Cotton Oil.....	25 1/2	25 1/2	25 1/4	25 1/2	100 Metro. Street Railway.....	30	30	29 1/2	29 1/2
100 American Locomotive.....	33 1/2	33 1/2	33 1/4	33 1/2	500 Mexican Central.....	17 1/2	17 1/2	17 1/4	17 1/2
100 Amer. Locomotive, pfd.....	33 1/2	33 1/2	33 1/4	33 1/2	100 Mo. Kan. and Tex. pfd.....	15 1/2	15 1/2	15 1/4	15 1/2
47,800 American Smelting.....	25 1/2	25 1/2	25 1/4	25 1/2	1,000 Mo. Kan. and Tex. pfd.....	15 1/2	15 1/2	15 1/4	15 1/2
1,350 American Sugar.....	10 1/2	10 1/2	10 1/4	10 1/2	2,500 Missouri Pacific.....	35 1/2	35 1/2	35 1/4	35 1/2
American Tobacco, com.....	10 1/2	10 1/2	10 1/4	10 1/2	Nash, Chat. and St. L.....	35 1/2	35 1/2	35 1/4	35 1/2
American Tobacco, pfd.....	10 1/2	10 1/2	10 1/4	10 1/2	3,500 New York Central.....	37 1/2	37 1/2	37 1/4	37 1/2
2,300 Anaconda Copper.....	20 1/2	20 1/2	20 1/4	20 1/2	300 N. Y. Ont. and Western.....	20 1/2	20 1/2	20 1/4	20 1/2
7,000 Atchafalaya.....	67 1/2	67 1/2	67 1/4	67 1/2	100 Norfolk and Western.....	61 1/2	61 1/2	61 1/4	61 1/2
501 Atchafalaya, pfd.....	84	84	83 1/2	84	200 Pacific Mail.....	119 1/2	119 1/2	119 1/4	119 1/2
50 Atlantic Coast Line.....	84	84	83 1/2	84	22,500 Pennsylvania.....	110 1/2	110 1/2	110 1/4	110 1/2
100 Atlantic Coast Line, pfd.....	84	84	83 1/2	84	500 Peoples Gas.....	84 1/2	84 1/2	84 1/4	84 1/2
1,000 Baltimore and Ohio.....	110 1/2	110 1/2	110 1/4	110 1/2	200 Northern Pacific.....	119 1/2	119 1/2	119 1/4	119 1/2
1,000 Brooklyn Rapid Transit.....	124	124	123 1/2	124	200 Pressed Steel Car, pfd.....	90 1/2	90 1/2	90 1/4	90 1/2
1,000 Canadian Pacific.....	112 1/2	112 1/2	112 1/4	112 1/2	200 Reading.....	90 1/2	90 1/2	90 1/4	90 1/2
300 Chesapeake and Ohio.....	25 1/2	25 1/2	25 1/4	25 1/2	100 Republic Iron and Steel.....	15 1/2	15 1/2	15 1/4	15 1/2
100 Chicago Great Western.....	10 1/2	10 1/2	10 1/4	10 1/2	100 Republic Iron and Steel, pfd.....	15 1/2	15 1/2	15 1/4	15 1/2
11,225 Chi. Mil. and St. Paul.....	10 1/2	10 1/2	10 1/4	10 1/2	100 Rock Island.....	12 1/2	12 1/2	12 1/4	12 1/2
Chi. Mil. and St. Paul, pfd.....	10 1/2	10 1/2	10 1/4	10 1/2	100 Rock Island, pfd.....	24	24	23 1/2	24
100 Colorado Fuel and Iron.....	17 1/2	17 1/2	17 1/4	17 1/2	Ry. Steel Spring, pfd.....	24	24	23 1/2	24
700 Colorado and Southern.....	23 1/2	23 1/2	23 1/4	23 1/2	St. Louis and San Francisco.....	24	24	23 1/2	24
Col. and South. 2d pfd.....	11	11	10 1/2	11	200 Southern Railway.....	67 1/2	67 1/2	67 1/4	67 1/2
Consolidated Gas.....	10 1/2	10 1/2	10 1/4	10 1/2	200 Southern Railway, pfd.....	67 1/2	67 1/2	67 1/4	67 1/2
500 Delaware and Hudson.....	14 1/2	14 1/2	14 1/4	14 1/2	Standard Oil.....	40 1/2	40 1/2	40 1/4	40 1/2
Distillers Sec. Corp.....	14 1/2	14 1/2	14 1/4	14 1/2	Texas Pacific.....	10 1/2	10 1/2	10 1/4	10 1/2
1,300 Erie.....	27 1/2	27 1/2	27 1/4	27 1/2	200 United States Steel.....	11 1/2	11 1/2	11 1/4	11 1/2
600 Erie, 1st pfd.....	27 1/2	27 1/2	27 1/4	27 1/2	200 United States Steel, pfd.....	11 1/2	11 1/2	11 1/4	11 1/2
300 Erie, 2d pfd.....	27 1/2	27 1/2	27 1/4	27 1/2	200 Va. Car. Chemical.....	15 1/2	15 1/2	15 1/4	15 1/2
300 General Electric.....	115 1/2	115 1/2	115 1/4	115 1/2	100 Va. Car. Chemical, pfd.....	15 1/2	15 1/2	15 1/4	15 1/2
2,500 Great Northern.....	115 1/2	115 1/2	115 1/4	115 1/2	100 Wabash.....	15 1/2	15 1/2	15 1/4	15 1/2
1,000 Great Northern Ore. etc.....	51	51	50 1/2	51	500 Western Union.....	47 1/2	47 1/2	47 1/4	47 1/2
300 Illinois Central.....	122 1/2	122 1/2	122 1/4	122 1/2	Total sales, 168,400 shares.				
200 Int. Metropolitan.....	17 1/2	17 1/2	17 1/4	17 1/2					

CLOSING BOND QUOTATIONS.

U. S. refunding 2s, registered.....	103 1/2	Chicago, R. I. and Pac. R. R. col. 5s.....	66
U. S. refunding 2s, coupon.....	103 1/2	C. C. C. and St. Louis gen. 4s.....	92 1/2
U. S. 2 1/2s, registered.....	103 1/2	Colorado Industrial 5s.....	92 1/2
U. S. 2 1/2s, coupon.....	103 1/2	Colorado Midland 4s (bid).....	92 1/2
U. S. New 4s, registered.....	115 1/2	Colorado and Southern 4s (offered).....	87
U. S. New 4s, coupon.....	115 1/2	Cuba 5s.....	103 1/2
American Tobacco 4s.....	104 1/2	Danvers and Rio Grande 4s.....	103 1/2
American Tobacco 6s.....	104 1/2	Distillers' Securities 5s.....	69
Atchafalaya 4s.....	84 1/2	Erie prior lien 4s.....	69
Atchafalaya 6s.....	84 1/2	Erie prior lien 6s.....	69
Atchafalaya 8s.....	84 1/2	Hocking Valley 4 1/2s.....	69
Baltimore and Ohio 4s.....	100	Inter. Met. 4s.....	69
Baltimore and Ohio 6s.....	100	Japan 4 1/2s, certificates.....	80 1/2
Baltimore and Ohio 8s.....	100	Japan 4 1/2s, certificates, 2nd series.....	80 1/2
Central of Georgia 4s (offered).....	61	Japan 4 1/2s, certificates, 3rd series.....	80 1/2
Central of Georgia 6s (offered).....	61	Manhattan central gold 4s.....	95 1/2
Central of Georgia 8s (offered).....	61	Mexican Central 4s.....	84 1/2
Chesapeake and Ohio 4s.....	100 1/2	Mexican Central 6s.....	84 1/2
Chesapeake and Ohio 6s.....	100 1/2	Mexican Central 8s.....	84 1/2
Chesapeake and Ohio 8s.....	100 1/2	Missouri, Kansas and Texas 4s.....	97 1/2
Chicago, R. I. and Pac. R. R. 4s.....	67 1/2	Missouri, Kansas and Texas 6s.....	97 1/2
Chicago, R. I. and Pac. R. R. 6s.....	67 1/2	Missouri, Kansas and Texas 8s.....	97 1/2
Chicago, R. I. and Pac. R. R. 8s.....	67 1/2	New York Central 4s.....	88 1/2
Chicago, R. I. and Pac. R. R. 10s.....	67 1/2	New York Central 6s.....	88 1/2
Chicago, R. I. and Pac. R. R. 12s.....	67 1/2	New York Central 8s.....	88 1/2

CRIME CHARGED TO ARMY OF THE POLE

Great Number of Assaults and Robberies in Washington Probably Due to Loafing Negroes.

Times-Dispatch Bureau, Washington, D. C., Feb. 17.

On Saturday the twenty-second woman robbed on the streets of Washington by negroes since the 25th day of last September was relieved of her pocketbook, the robber making his escape, as in all the preceding twenty-one cases. This robbery, following the one of Friday evening on Connecticut Avenue, the most fashionable thoroughfare in the city, when a young woman was knocked down and robbed of \$75, has aroused the public indignation to the fact that something approaching a reign of terror exists in the national capital in so far as the women residents thereof are concerned. Women are not safe on the streets after dark. The robbery of Saturday occurred in broad daylight, the woman being accosted about 6 o'clock in the evening, and almost in the direct rays of an arc light which swings in front of the British embassy. Several pedestrians heard the screams of the victim, but no one rushed to her relief. Pursuit of the robber resulted in nothing. The police made an arrest, but the negro prisoner, though he had once been convicted of snatching a woman's pocketbook, proved an alibi in this case, and was released.

A Wave of Crime.

Of course, it is very easy to indulge in much idle talk regarding conditions in Washington. Exaggeration is easy. It is not exaggeration to say that in no city of the country, apparently, is crime committed with such comparative frequency and with such good chances of going unpunished. Not one of the twenty-two assaults of women mentioned above has been apprehended. Early Saturday morning on the 25th of last January, Henry W. Reid, of Virginia, who had conducted a saloon in this city for several years, closed his place of business on North Capitol Street and started for home on a short distance away. In less than an hour afterwards his body, still warm, was found lying in front of his home. Twenty-two knife wounds had been inflicted, deep, creating, apparently, from the wound which had penetrated the brain. A bloody oyster knife was lying near the body. This was the only clue.

Charles Phillips, the colored porter in Reid's saloon, was taken into custody, and is still held, but the police admit there is no evidence against him, and he will probably be released. It is likely that the mystery will never be solved.

Too Many Idle Negroes.

Possibly it would not be fair to charge that the police force of Washington is incompetent. The evidence is the other way, but certain it is that there are more violations of law in the capital of the nation, which should be a model, than in almost any other city in the country.

There are many idle negroes in Washington. One-third of the population is colored, yet negroes furnish more than two-thirds of the criminals. The demand for a more stringent vagrancy law is growing, especially in all matters pertaining to the District of Columbia. Representative Sims, of Tennessee, senior Democratic member of the Committee on the District of Columbia, insists that the surest way to close the saloons, in this he is being supported by a strong public sentiment.

May Provoke an Outbreak.

Unless something is done to make life and property more safe in the District of Columbia, and unless there is a disposition to take more active measures to deal with the problem, an outbreak may be provoked.

RICHMOND GRAIN MARKET.

WHEAT.....	1.01	WHEAT.....	1.01
No. 2 red, win. (car lots).....	1.01	No. 2 red, win. (car lots).....	1.01
No. 3 red (car lots).....	97	No. 3 red (car lots).....	97
No. 4 red (car lots).....	95	No. 4 red (car lots).....	95
No. 5 red (car lots).....	93	No. 5 red (car lots).....	93
No. 6 red (car lots).....	91	No. 6 red (car lots).....	91
No. 7 red (car lots).....	89	No. 7 red (car lots).....	89
No. 8 red (car lots).....	87	No. 8 red (car lots).....	87
No. 9 red (car lots).....	85	No. 9 red (car lots).....	85
No. 10 red (car lots).....	83	No. 10 red (car lots).....	83
No. 11 red (car lots).....	81	No. 11 red (car lots).....	81
No. 12 red (car lots).....	79	No. 12 red (car lots).....	79
No. 13 red (car lots).....	77	No. 13 red (car lots).....	77
No. 14 red (car lots).....	75	No. 14 red (car lots).....	75
No. 15 red (car lots).....	73	No. 15 red (car lots).....	73
No. 16 red (car lots).....	71	No. 16 red (car lots).....	71
No. 17 red (car lots).....	69	No. 17 red (car lots).....	69
No. 18 red (car lots).....	67	No. 18 red (car lots).....	67
No. 19 red (car lots).....	65	No. 19 red (car lots).....	65
No. 20 red (car lots).....	63	No. 20 red (car lots).....	63
No. 21 red (car lots).....	61	No. 21 red (car lots).....	61
No. 22 red (car lots).....	59	No. 22 red (car lots).....	59
No. 23 red (car lots).....	57	No. 23 red (car lots).....	57
No. 24 red (car lots).....	55	No. 24 red (car lots).....	55
No. 25 red (car lots).....	53	No. 25 red (car lots).....	53
No. 26 red (car lots).....	51	No. 26 red (car lots).....	51
No. 27 red (car lots).....	49	No. 27 red (car lots).....	49
No. 28 red (car lots).....	47	No. 28 red (car lots).....	47
No. 29 red (car lots).....	45	No. 29 red (car lots).....	45
No. 30 red (car lots).....	43	No. 30 red (car lots).....	43
No. 31 red (car lots).....	41	No. 31 red (car lots).....	41
No. 32 red (car lots).....	39	No. 32 red (car lots).....	39
No. 33 red (car lots).....	37	No. 33 red (car lots).....	37
No. 34 red (car lots).....	35	No. 34 red (car lots).....	35
No. 35 red (car lots).....	33	No. 35 red (car lots).....	33
No. 36 red (car lots).....	31	No. 36 red (car lots).....	31
No. 37 red (car lots).....	29	No. 37 red (car lots).....	29
No. 38 red (car lots).....	27	No. 38 red (car lots).....	27
No. 39 red (car lots).....	25	No. 39 red (car lots).....	25
No. 40 red (car lots).....	23	No. 40 red (car lots).....	23
No. 41 red (car lots).....	21	No. 41 red (car lots).....	21
No. 42 red (car lots).....	19	No. 42 red (car lots).....	19
No. 43 red (car lots).....	17	No. 43 red (car lots).....	17
No. 44 red (car lots).....	15	No. 44 red (car lots).....	15
No. 45 red (car lots).....	13	No. 45 red (car lots).....	13
No. 46 red (car lots).....	11	No. 46 red (car lots).....	11
No. 47 red (car lots).....	9	No. 47 red (car lots).....	9
No. 48 red (car lots).....	7	No. 48 red (car lots).....	7
No. 49 red (car lots).....	5	No. 49 red (car lots).....	5
No. 50 red (car lots).....	3	No. 50 red (car lots).....	3
No. 51 red (car lots).....	1	No. 51 red (car lots).....	1
No. 52 red (car lots).....	0	No. 52 red (car lots).....	0
No. 53 red (car lots).....	0	No. 53 red (car lots).....	0
No. 54 red (car lots).....	0	No. 54 red (car lots).....	0
No. 55 red (car lots).....	0	No. 55 red (car lots).....	0
No. 56 red (car lots).....	0	No. 56 red (car lots).....	0
No. 57 red (car lots).....	0	No. 57 red (car lots).....	0
No. 58 red (car lots).....	0	No. 58 red (car lots).....	0
No. 59 red (car lots).....	0	No. 59 red (car lots).....	0
No. 60 red (car lots).....	0	No. 60 red (car lots).....	0
No. 61 red (car lots).....	0	No. 61 red (car lots).....	0
No. 62 red (car lots).....	0	No. 62 red (car lots).....	0
No. 63 red (car lots).....	0	No. 63 red (car lots).....	0
No. 64 red (car lots).....	0	No. 64 red (car lots).....	0
No. 65 red (car lots).....	0	No. 65 red (car lots).....	0
No. 66 red (car lots).....	0	No. 66 red (car lots).....	0
No. 67 red (car lots).....	0	No. 67 red (car lots).....	0
No. 68 red (car lots).....	0	No. 68 red (car lots).....	0
No. 69 red (car lots).....	0	No. 69 red (car lots).....	0
No. 70 red (car lots).....	0	No. 70 red (car lots).....	0
No. 71 red (car lots).....	0	No. 71 red (car lots).....	0
No. 72 red (car lots).....	0	No. 72 red (car lots).....	0
No. 73 red (car lots).....	0	No. 73 red (car lots).....	0
No. 74 red (car lots).....	0	No. 74 red (car lots).....	0
No. 75 red (car lots).....	0	No. 75 red (car lots).....	0
No. 76 red (car lots).....	0	No. 76 red (car lots).....	0
No. 77 red (car lots).....	0	No. 77 red (car lots).....	0
No. 78 red (car lots).....	0	No. 78 red (car lots).....	0
No. 79 red (car lots).....	0	No. 79 red (car lots).....	0
No. 80 red (car lots).....	0	No. 80 red (car lots).....	0
No. 81 red (car lots).....	0	No. 81 red (car lots).....	0
No. 82 red (car lots).....	0	No. 82 red (car lots).....	0
No. 83 red (car lots).....	0	No. 83 red (car lots).....	0
No. 84 red (car lots).....	0	No. 84 red (car lots).....	0
No. 85 red (car lots).....	0	No. 85 red (car lots).....	0
No. 86 red (car lots).....	0	No. 86 red (car lots).....	0
No. 87 red (car lots).....	0	No. 87 red (car lots).....	0
No. 88 red (car lots).....	0	No. 88 red (car lots).....	0
No. 89 red (car lots).....	0	No. 89 red (car lots).....	0
No. 90 red (car lots).....	0	No. 90 red (car lots).....	0
No. 91 red (car lots).....	0	No. 91 red (car lots).....	0
No. 92 red (car lots).....	0	No. 92 red (car lots).....	0
No. 93 red (car lots).....	0	No. 93 red (car lots).....	0
No. 94 red (car lots).....	0	No. 94 red (car lots).....	0
No. 95 red (car lots).....	0	No. 95 red (car lots).....	0
No. 96 red (car lots).....	0	No. 96 red (car lots).....	0
No. 97 red (car lots).....	0	No. 97 red (car lots).....	0
No. 98 red (car lots).....	0	No. 98 red (car lots).....	0
No. 99 red (car lots).....	0	No. 99 red (car lots).....	0
No. 100 red (car lots).....	0	No. 100 red (car lots).....	0

RICHMOND STOCK MARKET.

Choice family packed.....	22	Choice family packed.....	22
Choice dairy packed.....	22	Choice dairy packed.....	22